

HAWAIIAN GAZETTE.

J. MOTT SMITH,
Director of the Government Press.

HONOLULU:
WEDNESDAY, MARCH 3, 1869.

BY AUTHORITY.



PUBLIC SCHOOL NOTICE.

The Board of Education having decided to establish in Honolulu, a Day-School, for the benefit of the English-speaking portion of the community, and having, for that object, engaged the services of Mr. M. M. Beckwith and Miss Atherton, hereby give notice, that such a school will be opened, on Monday, the 8th of March next, in the basement rooms of Fort Street Church, where it will be carried on, by permission of the Church Trustees, until a permanent and more suitable building shall be erected or provided by the Board of Education.

In addition to the ordinary English branches, History, Algebra, Physiology, and Vocal Music will be taught, whenever the advancement of the pupils shall warrant the same. And in order, that the advantages of the School may be brought within the reach of all classes, the very low rate of Five Dollars per term will be charged for tuition.

School hours, from 9 o'clock A. M., until 2 o'clock P. M., of every day.
By order of the Board of Education.
W. JAS. SMITH, Sec'y.
Education Office, March 2, 1869.

VALUABLE REAL ESTATE FOR SALE.

The well-known premises at Makiki, for several years occupied by Miss Ogden for a boarding-school, are now offered for sale by the Board of Education, on very liberal terms. For particulars, apply to

JAS. SMITH,
Secretary of the Board of Education.
Education Office, Feb. 23, 1869.

It has pleased His Majesty, the King, to appoint Frederick S. Lyman, Esq., a Circuit Judge for the Island of Hawaii.

It has pleased His Majesty, the King, to appoint Hon. William P. Kamae to be President of the Board of Education.

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QUARANTINE REGULATIONS.

AND RULES ADOPTED BY THE HAWAIIAN BOARD OF HEALTH AT THEIR MEETING ON JANUARY 28th, 1869.

1. On the arrival of any vessel at any port of this Kingdom, from a port known to be infected with the small pox, though no case of small pox may have occurred on board during the voyage, neither passengers nor crew shall be allowed to land, unless a period of fifteen days shall have elapsed from the time of her sailing.

2. On the arrival of any vessel at any port of this Kingdom, having had or still having any person sick of small pox on board, the vessel shall be detained in quarantine; the sick shall be sent to the quarantine hospital, and the crew and passengers shall be subjected to a quarantine of fifteen days.

3. No person shall leave or visit any quarantined vessel, or any house or enclosure that shall have been set apart for quarantine purposes by the Board of Health, without written permission of the Board.

4. Under no circumstances provided for as above, shall clothing or personal baggage be allowed to be put on shore, before having undergone such disinfecting process as may be ordered by the Board of Health.

5. When any vessel shall arrive, having on board during the passage, a person diseased with small pox, the whole, or such parts of the ship as may be ordered by the Board of Health to be disinfected, shall be fumigated, or otherwise disinfected, in such manner as may be ordered by the Board, and not until this has been done shall any cargo be discharged from the ship.

6. No "mail" shall be landed from any vessel having small pox on board or having had small pox on board during the passage, except by written permission of the President of the Board of Health.

N. B.—Sections 254, 255, 256 and 257 of the Civil Code of this Kingdom read as follows:

Section 254. Notice shall be given by the Board of Health of all regulations made by it, by publishing the same in some newspaper of the district, or by posting in three public places of the town or district; and such notice of said regulations shall be deemed legal notice to all persons.

Section 255. Every person who shall violate any regulation of the Board of Health, after the same shall have been published, as provided in the last preceding section, shall be fined not exceeding one hundred dollars.

Section 256. The quarantine regulations so established shall extend to all persons, and all goods and effects arriving in such vessels, and to all persons who may visit or go on board of the same.

Section 257. Notice shall be given of such quarantine regulations, by publication in the manner provided in section 254; and any person who shall violate any regulation of the Board of Health, shall be fined a sum not less than five, nor more than five hundred dollars.

FRED. W. HITCHCOCK,
President of the Board of Health.

We are advised that the Ministry and the friends of the measure have left no means untried to secure the co-operation of the Clergy and American Missionaries in carrying out the Act of the Legislative Assembly, and we know that they have signally failed. At least one clergyman was asked to proceed in the vessel as the agent of the Board of Immigration. Failing in this attempt and nothing being accomplished, the attempt was abandoned, and the services of one of the missionary party, and negotiations proceeded accordingly until the desired agent was found, who was allowed to nominate the captain who shall command the vessel, doubtless feeling a want of confidence as to the intentions of the Board, and not caring to be made the tool of designing men. The party is named a man whom we know to be well acquainted with the islanders of this ocean—a man whose name and reputation would have disarmed all suspicion as to the honest prosecution of the voyage. Strange to say, the Board drop the intended agent and again call about for a person to take charge of the expedition.

Having failed in securing a person from out the ranks of the clergy or American missionaries to give a tone of respectability to the scheme, the Ministry seek to obtain letters from some one or more of them to missionaries stationed at the islands which they purpose visiting and again they fail. A very general feeling of distrust prevails in the religious and missionary element of our population.—P. C. Advertiser, Feb. 20.

The above extract refers to the expedition of the *Manuaba*.

It must appear, to all our readers, a very great commendation, that any one, to whose conduct any measure has been committed, has left no means untried, to secure the services of reliable and competent men, whether clergymen or others, and as such, the extract above must be taken. The measure alluded to, as is already fully known, was not introduced into the Legislative Assembly as a Government measure, but as Mr. Samuel G. Wilder himself, asserted, was introduced and advocated by himself, and carried, truly, with the concurrence of the members of the Government present in the Assembly, by an overwhelming majority. The Board of Immigration

have, therefore, nothing to do in the matter, but to obey the order of the Legislature, and that they have "left no means untried" to secure good men's assistance in so doing, is a creditable fact. This thing has not been done in a corner, but every step in it has been known to all men, who chose to give it any attention. There is not one point that could not have been accurately ascertained by the most indifferent inquirer, in the shortest possible time. "At least, one clergyman was asked to proceed in the vessel, as Agent for the Board of Immigration." This was Rev. J. W. Smith, M. D., of Kolon, Kauai, one known of all men, as being a good man, of liberal and just views, and the following letter was received from him in reply:

Kolon, October 26th, 1868.
H. A. WIDEMANN, Esq., Secretary of the Board of Immigration.

Sir—Yours of the 21st inst., in regard to the Agency of the expedition to the Gilbert and Marshall Islands, was duly received.

In reply, permit me to say, that though I feel an interest in the undertaking, and wish it eminent success, yet, for many reasons, which it is not necessary for me here to mention, I would respectfully decline the proposed agency.

I have the honor to be,
Your obedient servant,
J. W. SMITH.

The Board were nothing abashed by this letter, and it would be most difficult for any one to see why they should be. They had applied to a well-known philanthropist, an active and energetic friend of this people, a medical gentleman of much experience, an old missionary, and had received from him the assurance, that he felt an interest in the enterprise, and wished it eminent success, though he could not go himself. They next applied to Mr. W. Chamberlain, who expressed himself as favorable to the expedition for the introduction of Polynesians, but was fearful that his infirmity in hearing would be a drawback to the success of the enterprise. The Board thought that the difficulties arising from this source could be overcome, as they had great reliance in his integrity, kindness and humanity. After much consideration, he wrote the following letter:

HONOLULU, Dec. 24, 1868
His Ex. C. C. HARRIS.

Dear Sir: Owing to the very earnest desire of one of the planters, that I would give the proposal of the Board of Immigration, at first made to me, further consideration, I have called on you, the last few days, for information.

I have expressed my willingness to go as an agent, provided the arrangements, conditions and terms are such as I could feel willing to accept.

I have given the subject much thought, and have concluded, that unless I could sail with some captain with whom I was personally well acquainted, that I can not consent to go.

If Capt. Gelette can be induced to go, and would be accepted by the agents of the vessel, and by the Board of Immigration, the remaining conditions, in respect to the terms, could be arranged to mutual satisfaction.

With my present disability in hearing, I decline to go without an approved acquaintance and friend being master of the vessel, and as my acquaintance with captains is quite limited, this matter must turn with the obtaining or the contrary of the services of Capt. Gelette.

Yours Respectfully,
W. CHAMBERLAIN.

The Board did not know what party Mr. Chamberlain belonged to. They were not even conscious that there was any party, missionary or otherwise, as opposed to them. But they knew Mr. Chamberlain to be a man of good principles, and good sound sense, always on the side of law and order. They were not "abashed," but immediately, the President of the Board saw Captain Gelette, who replied, that he did not care to go to sea again, alleging some reasons, of a character private to himself, and which he regarded as sufficient. By referring to Mr. Chamberlain's letter, it will be seen, that he said if Captain Gelette would not go, he could not. This ended the matter with him. It will be seen, that he was not strangely dropped; indeed, he was not dropped at all; that his request was entirely complied with, and he furnishes us to-day, for publication, the following communication, on this point:

Mr. Editor—An impression seems to have been conveyed, in the leading article of the P. C. Advertiser of Feb. 20th, relative to the expedition of the Board of Immigration, that there was a want of fairness in the conduct of the Board toward a proposed agent and the Captain alluded to.

In justice to the Board, the persons to whom allusion was so made, desire to say that they were both courteously conferred with, and in the matters that transpired, the action of the Board with them was fair and honorable.

So it does not appear that Mr. C. "had any want of confidence as to the intentions of the Board," and any thought that he might "be made the tool of designing men," and it is difficult to see how any one ventures the assertion, that he doubtless did experience any such feelings, since, whatever might be the intentions of the Board they must have been communicated to him—alleged—and carried out by him, if he had undertaken the voyage. Mr. Chamberlain never has, and never could have expressed any such idea, nor could the members of the Board have any designs other than to carry out this expressed will of the Legislature, in the most effectual manner, and in the manner that would most meet the commendation of the whole community here, and of all good men everywhere.

Mr. Charles Gulick was then asked if he could go. This gentleman, a cousin (as we believe) of Dr. Gulick, editor of the *Kuokoa* and Secretary of the Hawaiian Evangelical Association, enjoys an excellent reputation among all who know him. He was much gratified at the opportunity given him, approved exceedingly of the expedition, and was very desirous of going; but, having taken time for reflection, concluded that his domestic circumstances were such (being the only son of parents advanced in life) that he deemed it his duty to remain at home.

The community will see that the members of the Board had no reason, up to this time, to be abashed, or to believe that a very general feeling of distrust prevails in the religious and missionary element of our population. Before the sailing of this expedition, the Board had canvassed thoroughly, this element, asking suggestions from all, and are prepared to say that no more than two have expressed themselves opposed to it, whilst many, very many of this class have expressed themselves as earnestly in favor of trying it, both from a religious and philanthropic, as well as an economical and political point of view.

Whether the natives of those islands will leave "their homes, their missionaries, and their chiefs," to engage in labor here, whether they "will leave their quiet homes and gospel privileges (sic) to emigrate (sic) to a country of different climate and language, for the special benefits of the higher Christianity, and more refining civilization of our plantation drill," remains to be seen. But we may be cheered with the reflection, that they have heretofore done so, and are now, in many instances, doing so. May it not be some inducement for them, when they know that some of those who have been employed as missionaries in those seas are settled here, and will be ready to afford them their counsel and assistance? May they not possibly suppose that their "Gospel privileges" will be as abundant here, to say the least of it? Is there any place, where the same are more abundant? About their quiet homes—of course, some of us—are not well posted, and do not know how quiet they are, or how much they prize their quietness. We shall all see, what we shall see.

MISS MARY PARKER, daughter of the veteran Missionary of Kaneohe, took charge of the Industrial and Reformatory School, at Kapalama, on Monday. She is to be assisted by her sister, Miss Caroline Parker; and the parents of these ladies will likewise reside with them, and give them the benefit of their active assistance, as well as of their counsel. Mr. Parker, the father, has been recently superannuated, or retired, by those having authority, in the matter of his parish or cure, at Kaneohe. We are not sure that we use the right expression, in speaking of the withdrawal of Mr. Parker, but that is the expression which seems to us to fit it, and if it be not quite right, we apologize to everybody, in advance. The authority or mode of government in this matter, is not quite clear to us, for we have not had time to study it. As far as we understand it, it amounts to the idea that those having the means to enforce their views, think that young men are to be preferred to the veterans; and are willing that the veterans should rest from their labors, and enjoy looking on for a time, before they go over the dark river, and see how well the aforesaid young men will manage in their places.

But all this is their own business, and we say "Amen" to their managing as they see fit, and cordially hope they are managing it to the satisfaction of all concerned; and if we find out that they are doing so, will warmly congratulate all concerned in a renewal of the age of miracles, in their own persons. In the meantime, however, it more nearly concerns us, to-day, that Mr. and Mrs. Parker feel a little more strength left in them, to labor for the benefit of this people, and an unobscured willingness to exercise that strength. Though they might not be willing to take upon themselves the care of an establishment, which, by its very nature, can have no "let-up," no vacation, and over which the watchfulness must be unintermitted. The Misses Parker will, certainly, be the right people in the right place. They are most enthusiastic in their devotion to this people in the way of instructing the young, and excellent results may be confidently anticipated from their efforts.

Next week we intend to touch again on the condition of this school, and the claims which it has on the public.

The *Kuokoa* of last week announces that Rev. B. W. Parker, who resigned from his parish at Kaneohe, from ill health, is about to take charge of the school. We do not know on what grounds this avowal is made. Miss Parker is the person in charge of the school and responsible for it. Regarding Mr. Parker's resignation at Kaneohe from ill health, we know nothing; but, if it is true, it follows, as a matter of course, that he could not take charge of this more laborious business. We have heard of such a thing as being compelled to volunteer—whether the same is as applicable to resignation of parishes, we do not know.

In our last week's issue, some remarks were made about the desirableness of erecting another school, in the town, in which English should be the curriculum of instruction. During the week, the Board of Education has made engagements with Mr. M. B. Beckwith and Miss Atherton, two teachers of large experience, and will commence the school, as will be seen by the advertisement in this day's paper, on Monday next, at the rooms in the basement of the Fort Street Church.

These accommodations are quite good—but the arrangement for them is based on the idea that the Board will, as quickly as possible, procure others. Good, commodious buildings will be immediately commenced, in an airy part of the town.

While upon this subject, it may not be out of place to remark, that parents can not devote a part of their time to a better object than showing an interest in the schools, and in the advancement of the people. Their occasional presence, and constant interest, encourages the teachers, and flatters the children themselves. It likewise encourages and strengthens the hands of Committees and Boards, who, if they have no other pay, being simply mortals, like the rest of us, covet the approbation of those for whom they labor. Let us commend this matter most strongly to the attention of those who ought to be interested—nay, who are interested, but postpone the manifestation of that interest to a more convenient time than to-day.

We give, for the information of our readers, an account of the receipts and disbursements of the steamer *Kilauea*, for the year Nov. 14th, 1867, to Nov. 14th, 1868.

Receipts and Disbursements of Steamer *Kilauea*, from Nov. 14, 1867, to Nov. 14, 1868, under the management of Walker & Allen.

EXPENSES
From Nov. 14 to Dec. 31, 1867, \$2,833 84
From Dec. 31 to March 31, 1868, 2,812 10
From March 31 to June 30, 1868, 11,657 88
From June 30 to Sept. 30, 1868, 10,390 40
From Sept. 30 to Nov. 14, 1868, 5,289 10
Total, \$43,593 32

RECEIPTS
From Nov. 14 to Dec. 31, 1867, \$4,410 19
From Dec. 31 to March 31, 1868, 8,908 30
From March 31 to June 30, 1868, 10,273 68
From June 30 to Sept. 30, 1868, 9,250 13
From Sept. 30 to Nov. 14, 1868, 5,289 10
Total, \$43,432 00

Subsidy from the Government, 4,000 00
Total, \$47,432 00
Expenses over Receipts, 1,962 32

Memorandum of the principal items of Expense in running the Steamer *Kilauea*, from Nov. 14, 1867, to Nov. 14, 1868.

Coal, \$14,144 44
Repairs on Vessel and Machinery, 5,972 08
Ship Chandlery, 2,812 10
Labor, 1,604 00
Officers, Engineers, Crew, etc., 9,712 00
Provisions, 4,264 00
Carriage and Labor on Coal, 602 00
Advertising and Hand Bills, 427 00
Allen & Company's Bill for Sawmills, 684 00
Boat-hire, etc., at Sunday Ports, 126 00
Commission and Insurance, 2,601 00
Sails, 600 00
Sundries, 327 85
Total, \$43,432 00

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Of course, the chief item of expenses was fuel. But during the time of her running, there was only one party having coal to sell, and the price paid was \$20 per ton, whereas coal can be laid down here for \$10 at the most. It is a risky thing for a private person, in so small a market as this, to venture a large sum in obtaining a large supply of coal—which it would take him a very long time to get rid of, unless he should be sure of having steamers, or some other large consumers of that kind of fuel for customers. Whilst an importer is disposing of a thousand or two tons of coal here, interest and storage are running on, and these, together with the necessity of making a profit, cause the article to be very high. But with an assurance of running the ship, coal can be laid down at half the price quoted, and we feel assured that any company, who will run the ship, can have assistance in procuring the coal, at prime cost and freight. This would make a change in favor of the steamer of \$8,000.

Again: if she is now put into thorough repair before she begins to run, the repairs on vessel and machinery, now quoted at \$3,972.05, would be very small. This item, to which may be added that of \$1,404, labor, scaling boilers, etc.—making a total of \$5,376.05—was expended chiefly on boilers and cleaning the same.

It would seem that the receipt of \$42,433 ought to leave a profit, somehow. But can not the receipts be increased? Is not the inconvenience arising from her stopping, and the adverse influence on business, sufficient to induce some arrangement among parties, by which she can be set a going, once more, with a reasonable prospect of success? The Government are desirous of aiding, to the full extent of the authority given, in this matter—and of doing this in any manner most conducive to success. But it must be obvious, that if the business community, and the public generally, do not see the necessity of steam communication, and no plan can be devised, by any ingenuity, to secure it—why, then, we must have the shame of admitting that no steam vessel can be maintained here.

Our private advices from Washington, reach to January 14. At that date, General McCook had not arrived, though he was expected in the course of the ensuing week.

The Eastern Refineries were pressing the same measure which they put forward last year. On the 8th of January, the Refineries of New York and Philadelphia presented the following petition:

The petition of the undersigned sugar refiners respectfully represents:

That the important interest in which they are engaged, is now, and has been for the past three years, suffering from the unjust discriminations now given foreign and refined sugars over those made in this country.

By the workings of the present tariff on sugar, the foreign refiner can send his clarified and refined products to this country at the duty per pound that we are required to pay for the raw material of our manufacturers; thus, in effect, paying one-half (1/2) cent gold per pound less upon his products, than we pay on the raw sugar used in producing a like quantity and quality; which unjust discrimination has enabled refiners in Cuba, Porto Rico, Demerara, and other sugar producing countries, to flood us with their refined goods, thus crippling our industry, and tending rapidly to drive the whole business into the hands of foreigners. (See appended memorial to substantiate this statement.)

The undersigned do not ask protection at your hands, but such just equalization of duties, that the foreigner need not be enabled to send his refined sugars into our markets at a low duty than our own refined is required to pay.

To this end, we ask for a new classification of sugars for tariff purposes, made to conform to existing commercial classifications, in which the sugars complained of under the name of Clarified, Demerara, and Centrifugal, are regularly quoted in every price list, with various above corresponding grades of Clayed and Muscovado.

Under this classification, without disturbance of the tariff in the present grades, we ask that the following changes (which are in Italian), be made in the Tariff on sugars:

On Clayed, Muscovado, and other sugars, not above number twelve (12) Dutch standard in color, three cents per pound.

On Clayed and Muscovado sugars above number twelve (12) and not above number fifteen (15) Dutch standard in color, three cents and a half per pound.

On Dutch standard in color, four cents per pound.

On all refined sugars in form of Shroes Dried, Leaf, Lump, Crushed, Powdered, Pulverized or Granulated, and on all Clarified and Molasses or Coffee Sugars, which have in process of manufacture been bottled in a vacuum pan, purged in a centrifugal machine, or by centrifugal process, or filtered through animal or bone black, or the equivalent, there shall be levied, collected and paid:

On all above number twelve (12) and not above number fifteen (15), Dutch standard in color, four cents per pound.

On all above number fifteen (15) and not above number twenty (20), Dutch standard in color, four cents and a half per pound.

On all above number twenty (20), Dutch standard in color, five cents per pound.

Provided, that the standards by which color grades of sugar are to be regulated, shall be selected and furnished to the collectors of such ports of entry as may be necessary, by the Secretary of the Treasury from time to time, in such manner as he may deem proper, for the enforcement of the above provisions.

And your petitioners will ever pray:
Signed: Taylor, Gillespie & Co., Union Refinery, 237 St. John St., Finken & Williams; Harrison, Havemeyer & Co., Franklin Sugar Refinery; E. C. Knight & Co.; Rodgers & Mitchell, Columbia Sugar Refinery; Newhall, Burd & Co., Pennsylvania Sugar Refinery; Davis, McKean & Co., Philadelphia Sugar Refinery.

There is no probability of such an advance being made, though, every one knows, that active self-interest may procure legislation favorable to itself, as against the quiet inactivity of those who resist contended. The fact that such an effort is being made, with any show of success, must be conclusive proof to all, if any were needed, that it would have been impossible to pass our Treaty, with any higher grade of sugar inserted in it, than that which is there.

A CORRESPONDENT, whose article we do not publish at present, referring to the *Nuapea Kuokoa* of February 6th, and to an article therein signed "Vaccinator," says: "that it would seem to be better, to inform the Secretary of the Board of Education, in what district, at least, and if possible, in what school, the occurrence narrated, took place, for it is rather difficult to correct abuses or misapprehensions of duty, where no data are given, as to where, or by whom, they are committed." He adds, that this would be "a more direct way, for any one, who has the good of the people at heart, to meet an abuse, than by first publishing wrong comments on the law, and doing what is possible to mislead the simple-minded school-master, who may be a reader of the *Kuokoa* and a believer in the infallibility of texts, and perhaps, a still firmer and quite unquestioning believer in the infallibility of the editor of that paper, and of his chief contributors, and then publishing the misapprehensions of the poor schoolmasters as instances of the mis-workings of the law."

Our correspondent would seem, to ordinary men, to be quite reasonable in this matter, always provided that any such instances occur, which may or may not. But if they are merely brilliant efforts of the imagination, invented "to point a moral and adorn a tale," merely introduced to illustrate, then, don't you see, all the remarks are to be taken as indicating what might happen, and not what did happen. It is true that it is said to have actually happened, but no one is supposed to believe it.

We copy the following item from the *Leipzig Illustrated Gazette*, of Dec. 10th, 1868. The Foreign Office is not advised on the matter:

"The new Envoy of the King of the Sandwich Islands, seems to have, among other things, instructions in Berlin, to draw emigrants to those islands. At least, immediately on his reception, he expressed, to the President of the Swiss Confederation, a hope, that as now the Treaty of Commerce, Amity and Emigration, concluded between those countries had gone into effect, the Swiss emigrants would take advantage of the inducements offered by the treaty. The Swiss can be assured, he says, of the best reception, and particularly the wine-growers, who would make a profitable business there."

CORRESPONDENCE.

Mr. Editor—It is gratifying to a large portion of, not only "this community," but to the people of the islands at large, that the question of steam communication, between the islands, is being agitated in a manner which promises, that at no distant day, we shall see our old friend the *Kilauea* resuming her wonted trips "to windward."

The public has enjoyed the privileges of inter-island steam communication, so long to its great advantage and convenience, that it is merely stating a fact, which every one acknowledges, to say, that it is so great a convenience, that it is almost a necessity, not only to the present requirements, but to the future prosperity of the country. The large agricultural interests of the country, which have been principally developed during the time in which we have been favored by steam communication, requires regular and certain communication with the metropolis, such as cannot be furnished by sailing vessels, and can only be attained by steam. It requires no argument to prove, that so far as travel is concerned, steam is far preferable to sails in passing through our channels; that while necessarily only, can, as a general thing, impel any person to undertake an uncertain passage in a schooner, a steamer induces seekers after pleasure, and adds greatly to the number of travelers. Many of our agriculturalists and graziers are prevented from visiting Honolulu on business, or for a few days recreation, because the uncertain length of a schooner passage renders it unsafe for them to leave their plantations or ranches, for an indefinitely long period. This uncertainty frequently subjects them to great inconvenience and loss. The

agricultural, is the paramount interest of the country; from it, we are now deriving the chief share of our prosperity, and to it, more than to any other source, must we look for future prosperity and advancement. Everything possible, should be done by the Government and people, to foster the agricultural interests already developed, and to encourage the further development of the great natural resources of the country. In doing this, almost the first necessity is, to establish easy, certain and speedy communication between the centre of trade and the agricultural districts, which can only be done through the instrumentality of steam. This necessity seems to be acknowledged by all, and the only question is, as to how we are to arrive at the desired result.

We are told, that those who have hitherto undertaken to establish inter-island steam communication, have suffered serious loss, and that, however much good may be promoted by such communication, we should not expect its re-establishment at the expense of private individuals or companies. Of course, people cannot be expected to invest their capital, in an enterprise which experience has proven not to be a paying one, although in the present case, the inducements offered by Government, would seem to place a company, who would undertake to re-establish inter-island communication, under much more favorable auspices than any company has heretofore been placed. There are those experienced in such matters, who are sanguine in the belief, that, with the aid offered by the Government, a company, with sufficient capital to put the *Kilauea* in proper condition to resume her labors, would run no risk of seeing its stock depreciate, but would, on the contrary, under proper management, pay reasonable dividends. Be this as it may, one thing is certain: the public requirements demand, that by some means, inter-island steam communication should be re-established, and there are no small number of those interested, who are strongly in favor of the Government, in default of private enterprise, taking the matter in hand and putting the *Kilauea* at her old work again. The action taken in the purchase of the steamer, thus rescuing her from the wrecker's axe, is a cause of general congratulation; for, however interesting and valuable her dissection might have been to the cause of science, it would have been most damaging, if not fatal, to the cause of inter-island navigation. To have permitted it, would have been a base act of public ingratitude towards an old, though far from "used up," public servant, such as are only supposed to be committed by republics. Yours, etc.,
HONOLULU.

Commenting on the President's Message, the *Journal de Debats* makes the following remarks, referring to the importance of the Sandwich Islands as in respect to communication with China and Japan:

"The Message of President Johnson does not this year cause much comment in the *Old World*. At the present moment Europe has no leisure to busy herself with anything that transpires outside. We, however, deem it advisable to call attention to a portion devoted to the relations between the United States and the Sandwich Islands, or Hawaii, because on that point, the President, who is about quitting the White House, in place of expressing merely his private views, proves himself faithful to the traditions of the Washington Cabinet; therefore, that is a policy which merits of who ought to be prevented by all of the European maritime powers. The Hawaiian Islands, so distant from all continents, and farthest from Europe, have, in the present, become